PTO/SB/21 (12-97)

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Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number. 10/758,479 Application Number Filing Date January 15, 2004 OTRANSMITTAL AUG 0.4 2006 FORM Gerhard GUMPOLTSBERGER First Named Inventor be used for all correspondence after initial filing) Group Art Unit PADEMARY **Examiner Name** Tisha D. LEWIS ZAHFRI P596US Total No. of Pages in this Submission: 8 Attorney Docket Number ENCLOSURES (check all that apply) ☐ Assignment papers ☐ After Allowance Communication ☐ Fee Transmittal Form (for an Application) to Group □ Fee attached ☐ Appeal Communication to Board ■ Drawings (3) of Appeals and Interferences ■ Amendment/Response □ Licensing-related Papers □ Appeal Communication to Group After Final ☐ Petition Routing Slip (PTO/SB/69) (Appeal Notice, Brief, Reply Brief) and Accompanying Petition ☐ Affidavits/declaration(s) (DELETED - no longer useful) Proprietary Information ☐ Extension of Time Request ☐ To Convert a Provisional Petition □ Status Letter (in Duplicate) Additional Enclosure(s) □ Express Abandonment Request ☐ Power of Attorney, Revocation (please identify below): Change of Correspondence Address ☐ Information Disclosure Statement □ Terminal Disclaimer Postcard Submission of Fml Dwgs ☐ Certified Copy of Priority □ Small Entity Statement Document(s) □ Request for Refund ☐ Response to Missing Part/s Incomplete Application ☐ Response to Missing Parts under 37 CFR 1.52 or 1.53 **REMARKS** SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT Reg. No. 32,018 Michael J. BUJOLD Firm or Individual Name DAVIS & BUJOLD, R.L.L.C. CUSTOMER NO. 020210 Signature Date August 1, 2006 **CERTIFICATE OF MAILING** I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on August 1, 2006 Michael J. BUJOLD Type or printed name. Signature Date: August 1, 2006 (lfb)



8/01/06

Response Under 37 CFR 1.116

Expedited Procedure Examining Group: 3681

PATENT APPLICATION

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of

Gerhard GUMPOLTSBERGER

Serial no.

10/758,479

Filed

January 15, 2004

For

MULTI-STAGE TRANSMISSION

Group Art Unit

3681

Examiner

Tisha D. LEWIS

Docket

ZAHFRI P596US

MAIL STOP AF

The Commissioner for Patents U.S. Patent & Trademark Office P. O. Box 1450 Alexandria, VA 22313-1450

AMENDMENT AFTER ALLOWANCE UNDER 37 CFR 1.312(a)

Dear Sir:

[XXX] NO FEES ARE PAYABLE WITH RESPECT TO THIS AMENDMENT.

In response to the Notice of Allowance dated June 29, 2006, the Applicant respectfully requests entry of the following amendment in the above identified application.

In the Drawings:

Please enter new FIGS. 5 and 6 into the drawings, presently on file. The Applicant respectfully requests approval of all of the requested drawing amendment(s) at this time.

In the Specification:

Please amend paragraphs [030], [032], [047] and [049] of the specification as follows in which the specification additions are shown by underlining and the specification deletions are shown by strikeout. Please enter the replacement specification paragraphs into the record of this case.

10/758,479

[030]	Fig. 4 is a shift scheme for the multi-stage transmission according to the	
	invention, as illustrated in Figs. 1, 2, and 3;	•
	Fig. 5 is a schematic view of a further embodiment of a multi-stage	•
	transmission according to the invention; and	•
	Fig. 6 is a schematic view of a still further embodiment of a multi-stage	•
	transmission according to the invention.	•
[042]	According to the invention, <u>as shown in Fig. 5</u> , at any suitable point in the multi-stage transmission, <u>an</u> additional freewheel(s) <u>20</u> can be provided, for example between a shaft and the housing or in order to divide or to connect a shaft.	**
[047]	In a further embodiment of the invention (not illustrated), a wear-free brake can be arranged on any shaft, preferably in the drive input shaft or the drive output shaft, and this is of particular importance especially for use in goods vehicles. An auxiliary drive output <u>22</u> can also be provided on any shaft for driving <u>an</u> additional aggregate(s) <u>24</u> , as shown in Fig. 5.	•
[049]	A further advantage of the multi-stage transmission proposed here <u>and shown in Fig. 6</u> is that an electric machine can be connected to any shaft as a generator and/or as an additional drive.	*